

Truck Parking Facility Feasibility and Location Study

Responses to Questions

1. Can you provide more detail on, or a contact for, the Caltrans efforts to combine highway rest areas with full service truck parking areas?

Response: It is not the intent at this time to evaluate retrofitting existing rest areas to accommodate truck parking facilities because of the issues that would need to be resolved to do so. If the truck parking facility locations identified in the study can accommodate a rest area, Caltrans would like to consider it.

2. Is the \$170,000 grant (noted on page 2 of the RFP) all intended for consultant services, or is it anticipated that the consultant contract will be less than this?

Response: The grant funds are to be used for consultant services.

3. Are prototype designs or conceptual layouts for the truck facilities part of the scope of work?

Part of the work effort will be to define what a "full service truck facility" is for the purposes of this study. It is anticipated that, based on this definition, conceptual prototype designs showing types of facilities and amenities provided and approximate parcel size needed would be included.

4. A DBE requirement is noted, but no specific percentage is noted. Is there a percentage DBE requirement applicable to the consultant's contract?

Response: Caltrans Local Programs Procedure (LPP 06-06) disallows the use of DBE Availability Advisories Percentages on individual contracts. However, the Agency has an established overall AADPL of 8.79% for Federal Fiscal Year 2006/2007. The Agency encourages participation of SBE, LBE and DBE in all our contracts.

5. Regarding the survey data (Task 2): Accurate data on truck movements and parking can be particularly difficult and costly to collect. Can you provide any more detail about how extensive the surveys should be, e.g., can you specify a percentage (like 10 to 20% of the overall study budget) that the survey effort should represent?

Response: The effort for data collection in the proposal should be adequate to identify truck parking facility locations based on trucking patterns in the Bay Area. We will look to the proposer's to identify how much data collection effort is needed to accomplish this.

6. The last page of the RFP document available on the ACCMA website is listed as “page 8 of 12”. Are there additional pages? If so, how can we obtain a complete copy? (it might be useful to resolve this one before the bidder’s conference)

Response: No, there are no additional pages. Page 9 of 12 is Attachment 1 and Page 10 of 12 is Attachment 2. There are no pages 11 or 12 of 12.

7. Our firm has been certified as an SBE by the Coalition of Southern California Public Agencies. Is this acceptable to ACCMA?

Response: Yes, this is acceptable.

8. Our firm has been previously certified as an LBABE (Local Business Area Business Enterprise) by the Port of Oakland. Is this acceptable to ACCMA?

Response: Yes, this is acceptable.

9. Neither Section 4 of the RFP nor the Caltrans DBE Program Plan give a goal or objective for DBE participation. Does ACCMA have a goal or objective for this project?

Response: See Question 4 above.

10. After refinement of the scope, budget, and schedule in Task 1, would it be feasible to add a firm with specialized capabilities if required?

Response: No. The proposal should reflect the team members and firms that will be required to complete the work.